Kakaako Kohorts, By Ruse De Guerre, Baffle Fighting Phalanx of Chamber

SWAMP EVERTHING AT THE MEETING BY SHEER ORATORY

All the Great Speakers of the City Appear, Headed By Band, and Joel Cohen

The dragon's teeth sowed by the Threatens Bloody War

The dragon's teeth sowed by the Fighting Phalans of the chamber of commerce as it marched to the assault of the legislature last Friday sprang up and multiplied into panoplied horder last singht which invented the legislative halls, occupied them, drove the brave defenders into the trenches and then caved the trenches and then caved the trenches in on them with blasts of high explosive oratory. But We ff. Farrington was not there. Fleeing before marching hordes, the pitiful remnants of the horioc committee of one hundred—marked down to fifty-nine—rushed to the sanctuary of the throne room. But the traditions of the house of refuge were not respected. The dignity of the chamber of commerce and its members was held in no regard by the marching swarms from Kakaako, Kalihi and Kewalo.

Preceded by a blaring band that affirieded of coming victory, there marched to the Gapitol the "Kaknato Kohort," the Scrapping Stevedores, the range of language and the issue was confident for the people, by the people and of the people and of the people, by the people and of the people and of the people, by the people and of the people and of the people, by the people and of the people. By the people and of the antique and the people and of the people and of the people and Kalihi, the Pugnacious Five Hundred To tell the cold, unadulterated truth,

sented their views ament the proposed new charter for the city and county of Honolulu. In the unlamented absence of Soaphox Barron, of voriferous memory, no better exponent of their views, it is probable, could have been found. The Chinese Demosthanes was as legical as he usually is, and fully as lucid.

His expression possessed the same chrity as does the charter for which the chamber is fighting. But it was Joel C. Cohen, Republican candidate for mayor, who came in-to his glory. For Cohen spoke for the embattled voters who make and usmake mayors. He appeared, he said, in behalf of the "workingmen's chapber of commerce," eleven hundred strong, every member of which, he de-

to get in.

And If anybody doubted Cohen's look out of a window at the seething, squirming mass of humanity that packed the lannis, filled the steps and everflowed onto the lawn below.

The assembly room of the house of insisted that only twenty-seven voted much proposed assigned to the Sixth and Seventh Agro squadrons—organized for the charter.

About a dozen tried to talk at once.

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About a dozen tried to talk at once.

Bernard Kelekolio, Keawchaku, Achi, Hawaii, were greatly in the predominanceand significantly, most of the speeches were made in Hawaiian, necessitating the services of James Hakuola as in-

The occasion was a public meeting held by the Oshu delegation of the house for the purpose of imbibing information regarding the proposed charter hill. In view of the fact that the committee has siready considered the bill, adopted its amendments and derided upon the report it will make to the house, the public hearing last night was considered by many, who said they were in the "know," merely as a sop thrown to the Hawaiian voters. Representative Gerrit Wilder, chairman of e committee, presided, and got so bad ly rattled before the meeting had fully gotten into its stride that he didn't appear to know what he was there for. Incidentally, the meeting must have been humiliating for the members of the chamber of commerce who were pre-

sent and who had gone there with the notion that they were going to present their arguments to the committee and possibly convince it that they were enfirely right and everybody else was entirely wrong. Most of them sat there and grinned foolishly and looked as if they wished they were almost anywhere else. Whenever they tried to get a word in edgewise they were drowned out by a chorus of husky stevedores, out by a chorus and other horaypoliticians, fishermen and other horny hunded sons of tail who had a lot to any and insisted upon saying it. Chamber Dumfounded

It is true that most of what the majority of arators said was far from logical, no matter upon which side they spoke, but they appeared to good advantage compared to the chamber of commerce as represented by that able statesman, orator and logician, Exsenator Charles Achi

The list of orators included "Bill" Aylett, ex-supervisor, ex-member of the Hawaiian band and ex-a-lot-of-other things; Gabriel Keawehaku, former as-sistant to "Too-Bab Juck" Kalakiela in the banana campaign; Jesse Uluihi, who became famous during the last campaign through his fiery refutation of an alleged comparison of Pauahi Democrats with dogs; Representative Kawewehi, who talks on all subjects and several other orators full of burn-

ing words and fouming ideas.
Farrington Not Present
Wallace R. Farrington, of Ad Club
fame, who was largely responsible for
the organization of the famous "Fightfame, who was largely responsible for the organization of the famous "Fighting Phalanx," was conspicuous by his price by the Hollister Drug Co., or

The first speaker was the ex-honor. Hawaiian Islands.

of coffee. The legislature that provided for the charter convention being held, he said, even failed to provide a place for it "but the principal of McKinley High School allowed us to hold our meetings there until he got tired of us and kicked us out. Then we went to the Alexander Young Hotal. tek. There two forms of charter were presented, Governor Frear's and Char-lie Achi's which were both wastebasketed.

Kalihi, the Pugnacious Five Hundred of Rewale, and the Punchbowl Pugn.

They marched seven times around the walls and bless their own horn seven times and the walls fell and they rushed in and had their vociferous say.

Outsumbered But Undaunted

The chamber of commerce was outnumbered but undaunted. Ably represented by Charlie Achi, they presented by Charlie Achi, they presented their views anent the proposed.

The distribution of the house was not despected to make a lot of political speeches. The only actual issue before the committee was politica. The entits of the bill were entirely forgotten—or obscured in a flood of politics. The dragons' teeth sented their views anent the proposed served their views anent the proposed served their views anent the proposed the respective of the bill were entirely forgotten—or obscured in a flood of politics. The dragons' teeth served the rigorous routins. There are now fifty four students in training, and the school has a capacity of sixty, which is to be enlarged. Connected with the school, also, are seventy officers and 370 enlisted men—about twice us many as six months ago.

Large Expenditures

The signal for increased activity in army aviation was given last October, when congress made \$13,000,000 avail-

polities, tried to rule that speakers larged, more orders for machines are must confine themselves to the matter must confine themselves to the matter being placed, and 434 airplanes and before the committee and not indulge scaplanes, including every type of military aircraft manufactured in the have thrown his breath against a Konn

wind: Achi made the statement in his speech that the convention charter was adopted by a vote of only twenty-sev-on members out of sixty-two who were at the Hilo convention. Achi has made this statement many times re-cently, but this time he got called on it: Lorrin Andrews arese and flatly clared, was present, either within the legislative chamber or outside trying would show that forty-two members signed the report. "What's the use," And if anybody doubted Cohen's demanded Andrews, "of his trying to word, all that was necessary was to descrive the publict!" Andrews' statement was greeted with a hearty round of applaus

Conidn't Silence Achi But Achi wouldn't be

Kawewehi, Senator Correa and others were all yelling at the top of their voices. Chairman Wilder excitedly hopped to his feet and informed the sweating assemblage that the occasion was a committee hearing, not a political meeting and he just wouldn't stand for any disorder. Speeches would be confined to citizens who wished to

speak on House Bill 13.

Nobody appeared to know what
House Bill 13 was, and Achi demanded information. Was it the bill drafted by the charter convention and presentof the Territory.

Speakers to vociferously denounce the proposal to make any amendments to the existing charter were: G. Keaiahahu; ex-mayor J. Fern; S. K. Ka-loe; Supervisor Daniel Logan; William G. Carden, sity and county attorney; Albert M. Cristy, first deputy city and county attorney, Harry E. Murray; John H. Wise, and several speakers from the gallery.

### Work Too Hard?



Many kinds of work wear out the kidneys, and kidney trouble makes any kind of work hard. It brings morning lameness, backache, headache, dizziness, pervousness, rheumatism and distress-ing urinary troubles. If your work is confining, or strains the back, or exposes you to extreme heat or cold or damp, it's well to keep the kidneys scrive. Doan's Backache Kidney Pills are reliable and safe. Thousands rec-

ommend them. "When Your Back is Lame-Bemember the Name. Don't simply ask for a kidney remedy-ask distinctly for Doan's Backache Kidney Pills and take no other. Doan's Rackache Kidney Pills are sold by all druggists and Benson-, Smith & Co., agents for the

# able Williams Aylets, who didn't think much of either form of charter, so far as might be inferred from his symmetric tengloi remarks. He objected, he unit, to "taking away me power norty vested in the mayor and the board of supervisors—a machine which is some to me," said the ex-honorable Williams, "thus a certain class of people are trying to take away the rights now vested in the Hawainas." Jose Unith defended the bill as introduced in the house, "The bill," he said, "is the sentiment and choice of the people, not of those who have the votes of their employes in their pocket." Jesse thought it was a shame that the delegates to the charter convention in Hile had had to pay for their own sandwiches and even a cup of coffee. The legislature that provide. North Island, on the Panama Canal Zone and at North Island, on the Panama Canal Zone and at North Island, on the Panama Canal Zone and at North Island. On the Panama Canal Zone and at North Island, on the Panama Canal Zone and at North Island. On the Panama Canal Zone and at North Island, on the Panama Canal Zone and at North Island.

tion squadron is hard at work at Fort, which point the march is made to the Ramehameha, while Capt, H. H. Araold camp premises ten miles away. has been ordered from San Digo train-ing school to take charge of the work of protecting the Zone, and left for that post the first of last mouth.

At the North Island government avia-tion school, near San Diego, California, where a short time ago there were a de-

every day new students appear to take up the rigorous routine. There are now

sown by the "fighting phalanx" of the chamber of commerce had borne their appointed fruit.

Chairman Wilder, plainly "fussed" by the flood of words and the flow of the North Island air fleet much encountry, are now being built for the country, are now being built for the government. The capacity of the machine shops at North Island has been doubled. Quarters for the enlisted men have been much enlarged. New rules for speeding up the training have been adopted. The school has been put on a practical war footing; all visitors must pass a guard and none are allowed beyond a certain point, particularly in the vicinity tain point, particularly in the vicinity

of the hangars and repair shops.
Of the fifty-four students now in training the most advanced class, ten officers, will take the graduation tests, knows as the junior military aviators' test, this week. The ordeal will include sixty-mile cross-country jaunts Another class of a dozen men will take the junior military aviators' tests

Have to Work Hard

"It's a case of get up early and work hard for the men in training at North Island. The students are re-quired to fly from six-thirty o'clock until eleven-fifty o'clock in the moreng. These students now use two landing places, and a third will shortly be arranged at the site of the old Curtiss school, which will mean that the whole of North Island will be given over to the men in training.

The school has been equipped with a new gun camera for aerial photography. The camera is fitted with regular gun sights and is operated by a trigger. At an altitude of 10,000 feet, the camera which is fitted with telescope sights, can photograph one square mile of terrain, Sergt. J. S. Frewer, probably the most skilled aerial photographer in

America, operates the camera. Most of the airplanes purchased for the school are Curtiss and Martin bip-laues. There are, however, two 135horsepower, all-steel Sturtevant battleplanes. A sea-sled, a speed boat of the most approved style, is one of the recent sequisitions at the school, to be used in amergency in case of accident on the bay. The sea-sled has a speed of thirtyfive miles an hour.

In an observation tower at one side of the field, the instructors sit and watch every move of the students in the ais, making note of their faults in gliding, spiraling or landing. Men mounted on motorcycles stand ready to the case of all visiting comgo to a plane in case of engine trouble.

One of the innovations made at the school is the institution of a field offieers' school, the course in which covof six officers has finished the course but the conditions the past month have not permitted the organization of second class. The officers are from the infantry and other branches of the army, and are sent to North Island that they may become familiar with the work of the aviation branch, so that zero squadrons may more successfully be used in conjunction with in-

fantry and artillery movements. Col. William A. Glassford, who has been in command at the school since last April and under whom most of the big changes have been brought about, will be retired from active service this coming April, having reached the age limit. Maj. Frank J. Lahm, secretary of the school, is a pioneer military aviator. Capt. Herbert Dargue is the military instructor while Osear A. Brindley, one of the greatest all around flyers of the country, and Albert Smith and Francis Wildman,

sharper the "eyes of his army," and ing in popularity every week, and the here, on the Panama Canal Zone and at commodious buildings for the housing North Island, on the Pacific Coast. their own sandwiches and even a cup North Island, on the Pacific Coast, empty. Hardly does any Sunday come of coffee. The legislature that provide aviators are being trained for the war around that does not see the landing and for the sharter convention being swinters are being trained for the war around that does not see the landing work that is coming down when we get of troops on the Kuhio wharf at Hilo to grips with the Germans. Capt. J. T. and a special train waiting to convey the men with their baggage to th Curry, in command of the sixth avia- terminus of the line at Glenwood, from

camp premises ten miles away.

Thanks to the excellent arrangement made by the railroad officials under direction of Superintendent R. W. Fil-ler, there has never been any hitch in the expeditious despatch of troops to their destination, and an efficient automobile service for camp baggage, and for men if desired, is also maintained by the railroad between its western terminal and the camp.

The extensive scope of the buildings

has proved a great surprise to the visitors, who have not hesitated to express their appreciation of the enterprise of the citizens at whose instiga tion, and through whose generosity the venture has been made possible. The samp has been a success from the very first, and it is the hope of the trustees, headed by the general commanding the Hawniian Department, that before very long, better transportation facilities for the sea trip between the islands may

The camp was thrown open and placed at the disposal of the troops of the United States army, free of all charges and conditions, early in Nov-ember of last year, and so keen was the interest displayed among officers of the service, that the first company to visit Kilnues actually arrived before the camp buildings had been accepted by the trustees, and before eyen the necessary insurance formalities had been complied with. The company in question, Company A of the Second In-fantry, under the command of Captain arrived on November 4, and, owing to an unforeseen delay, was con to take advantage of such nakeshift accommodation as could be bastily arranged for the men. The weather was, unfortunately, bad, and the patience and enthusiasm of the fine body of men under Captain Snow's charge aroused the admiration of every visitor in the district at the time. Making light of the many discomforts they were compelled to undergo, they evidently thoroughly enjoyed their stay, and to their example the camp prob ably owes much of its present popular-

A week later, Company G of the same regiment, arrived on the seene, in charge of Captain Peck, and by this time all arrangements had been completed, the camp had been formally opened, and the men were able to move in at once. During their stay, a popular tecture was given by Professor Jaggar at the camp, many long hikes were taken throughout the crater-riddled district, the fire-lake of the Volcano was visited almost every day, and the men returned to Honglulu most obviously benefited by their stay in the bracing climate of the Kilauen region.

Company I of the First Infantry. under Captain Brambila, was the next organization to spend a period at the camp, being favored with delightful weather, and with the beginning of March the Twenty-fifth Infantry Regiment commenced going over company by company, all accommodations for troops on the Saturday steamer being secured throughout the month. Lieutenant Ballinger, commanding Compan-A, went over March 3, being succeeded by Company G under Captain Carr. On Saturday last, Company H was taken over by Capt. Josephus Cecil, arriving at camp before noon on the following day. This company will be succeeded by Captain Truesdell of Company iI. whose men, to the number of about 150, will tax the accommodation of the steamer to the utmost.

At the end of the month, Coast Arti lery Corps will send over a company under the command of Captain Ruhlen and this company will make a longe stay in the district than is usually th case. Captain Rubleu plans to thorough ly explore the whole district, concluding by marching through the Cockett' trail, past the twelve string craters, and down the famous old Kalapana horse trall to emerge at Kalapana in Puna, From this point the march will be continued along the beautiful coast road, recently opened to auto traffic through Kaimu, Opihikao and Pohoiki

panies, the lust night of the visit will be speat in the Armory at Hilo, which has been placed at the disposal of the troops in each instance by the national guard regiment stationed in the Crescent City. Arrangements for the visit of other aggregations are being rapidly made, and it is probable that the inth Field Artillery will leave for Hilo April 14. At the conclusion of the special service work detailed for April, a steady stream of troops may be expected, and will doubtless continue throughout the year.

The steamer Claudine arrived from Maui yesterday morning with twenty four cabin and twenty steerage passen gers. Her cargo brought consisted of forty head of cattle five calves, eighty four pigs, thirteen erates of chickens. ten barrels of charconl, eight bags of potatoes and 138 packages of sundries Purser MacKenzie stated that the Claudine met with moderate southeast swells and heavy rains on her outward trip, while coming in, she met with moderate swells and light winds. He

Will Carry the Flag of Uncle Sam To the Farthest Point of the Earth

DECISION OF COMPANY MEANS MUCH TO ISLANDS

Five Great Vessels At Least Are To Be Added To the Fleet On the Pacific

In future all vessels added to the fleet of the Pacific Mail Steamship Company will be built in the United States and will carry the Fing along the trade routes that they travel.

Such was the statement made last night by Vice-President and General Managar John R. Rosseter, wno, with his wife, is returning to the mainland from a five months' tour of the Far East, undertaken with the view of fe miliarizing himself with travel conditions along the Sunshine Belt, as the southerly run from San Francisco to the Orient is styled.

Rosseter takes back with him all the information he sought regarding the shipping needs of Japan, China and Ha-wan, and the Pacific Mail Company will be urged by him to place five new liners on the transpacific run, and which will make Honolulu a port of the transpacific run, and enli.

will be quickly acted upon depends in large measure on political and commer-cial conditions in the United States on

Rosseter's return.

One thing is certain, however, and that is that for sentiment as well as for commercial reasons, the powerful Pacific Mail has adopted and outlined a policy of helping restore the Fing of the United States to the proud station it once occupied on the high Sens.

This is my first visit to Honolulu," said Rosseter, "and I had intended remaining here two weeks. Owing to political conditions, however, my stay has been cut to a day. During my visit in the Orient I have learned pretty well what is needed in the shipping line there, while with the needs of Hawaii, my business has of course made me familiar.

Bersons For the More

"There are strong sentimental reasons why our new vessels should be built at home, which they will be. Of course my company is particularly interested in the long haul to the East, but the undoubted attractions of the southern run will directly benefit these Islands. Honolulu is a pleasant port of call of the Sunshine Belt and is beside a waystation on the line of insular possessions, and, as such, will of course rerecognition.

"If our vessels ran to the Hawniian Islands direct we should not feel called upon to extend our service, as the Islands have been very well taken care of is the past by various other companies. Need Five Vessels

"Five vessels would not be too much to care for the rapidly increasing trade on the Pacific, both passenger and freight, and I shall so recommend, but whether ships will be built in the near future depends on whether conditions at home warrant the necessarily large expense of construction. The cost of stenmship construction oday is three times what it was three

years ago. Then it must be taken into consideration that on account of con-ditions created by the war, ship-builders are constructing cargo-boats in preference to liners, that work being completed more quickly and consequently at a greater profit,

"The controlling interest of the Paternational Corporation which with W. R. Grace and Company owns the New York Shipbuilding Company of Cam-den, New Jersey, so that our new boats will of course be built there.

"The great trouble at present is that there is a lack of substantial interest and support in the United States in regard to the restoration of the American Fing on the high seas. In the past the tendency has been to penalize the Amer-ican Plug on the seas. Providing there be no adverse legislation and American ships are given a chance to operate on equal terms with foreign vessels, it is only a question of time, and the time may be short, before the Pacific Mail Stenmship Company will have done its little share toward upbuilding and rehabilitating the American mercantile marine.

Rosseter stated that the steamships enezuela, Ecuador, and Colombia were perating fully as successfully as had seen anticipated, and that the company's policy of the best of service coupled with courteous attention to the comfort of passengers on the part of everyone aboard was rapidly making friends for the three liners and the mpany which operates them.

## MAUI GEAR BEING SAVED BY COMPANY

According to a wireless message reeived yesterday morning by the Inter Island Steam Navigation Company from Marine Superintendent William McKay, the gear and equipment of the steamer Maui, a wreek on Makala-waena Point, North Kons, Hawaii, is Athert Smith and Francis Wildman, expert ayintors, are the civilina in structors, Lieut. Byron Q. Jones and Capt. Hollis LeRoy Muller are also The Claudine will leave at five o'clock this evening from Pier 13 for Maui.



### MARINE INTELLIGENCE By Merchants' Exchange

Sun Francisco-Arrived, Mar. 20, 4:00 p. m., S. S. Great Northern hence Mar. 16, Mar. Brancisco-Arrived, Mar. 25, M. S. R. P. Rithet from Hilo, March I. Port Townsend-Arrived, Mar. 18, Se. M. E. Fuster hence Mar. 1, Sydney-Sailed, Mar. 21, 4:00 p. m., str. Sierra, Honodulu, San Francisco-Sailed, Mar. 20, 4:00 p. m., str. Kores Maru, Honodulu, Puget Sound-Sailed, Mar. 20, str. Mitsuki Maru, Honodulu, San Francisco-Sailed, Mar. 21, 12:25 p. m., str. Matsonia for Honodilu, San Francisco-Arrived, Mar. 21, 12:25 p. m., str. Matsonia for Honodilu, San Francisco-Arrived, Mar. 21, 3:60 p. m., str. Sonoma hence Mar. 14.

### PORT OF HONOLULU.

ARRIVED

ARRIVED

March 20, 1917,

Schr. Caroline from Gray's Harbor, 12 in

Str. Lèbelike from Kauni, a. m.

Str. Mauna Ken from Hilo, a. m.

Str. Manna Ken from Hilo, a. m.

Str. Manna from San Francisco, 9 a. m.

Str. Makura from Vanconser, 6 p. m.

Str. Manna Lon from Kanal ports, 1 a.m.

Str. Claudine from Yokohama, a. m.

DEPARTED

St. Kinau for Kauai, 5 p. m.

St. Kinau for Kauai, 5 p. m.
Str. Mikahala for Maul and Molokai, p. m.
Str. Dalay Matthews for Coast, 3 p. m.
Str. Mauna Kea for Hilo, 10 a. m.
Schr. Beulah for Sound, p. m.
Str. Wilhelmina for San Francisco, 10

Mauna Lon for Kauai ports, 5 p. PASSENGERS ARRIVED

Sinco, T. Yamamoto, Jos Andrade, Miss M. Andrade, Mrs. S. Cobb, Mrs. Chennalt, Takabayashi.

Lahaina—Mrs. Tilton, Mrs. D. K. Kahasilello, Thomas J. K. Evans, Jack J. Walsh, Miss F. Rollins, Miss Scott, Mrs. A. A. Soone, N. Aluli, Rev. L. R. Kanuchisello, Thomas J. K. Evans, Jack J. Walsh, Miss F. Rollins, Miss Scott, Mrs. A. A. Soone, N. Aluli, Rev. L. R. Kanuchisello, Mrs. O. K. Kanand, G. Davison, Hong Won, M. Sato Katayama, S. Mori, Mr. and Mrs. O. K. Koanedy, Dave Fleming, Miss Fleming, F. Milliken, F. Weavet, W. S. Williamson, Maunel Nunes, Mrs. J. A. Bortfield, Mrs. P. Gav, Master Gay, J. Tancan, K. Okano, Yushima, Pesiro Laskano, Francisco, Marcello De Leon, Robino,
Rv str. Mauna Loa from Kanai, Mar. 21
—Theodore Richard, H. C. Best, C. S. Hall, H. W. Lawa, S. Steinhauser, J. R. Feather-tone, H. Johnson, Miss Anerhach, M. I. Josiya, Master Joskyn, J. M. Frve, K. Miyake, M. Vokomot, Ching Kee, Miss H. Kahele, T. Hirase, K. Okuma, K. Takahashi, M. G. Santos, R. Mori, Y. Kisahara, C. Miya, Ching Young, J. C. Pill, F. PASSENGERS DEPARTED

By str. Mauna Kes for Hawati and Mani, Mar. Miss. Miss. March Mrs. W. Blake Ton Wall.

Rahashi, M. G. Santos, R. Mori, Y. Kisahara, C. Miya, Ching Young, J. C. Pill, T. PASSENGERS DEPARTED

By str. Mauna Kea for Hawaii and Mani, Mar. 21—Mrs. Mary W. Pikkin, Dr. Winifred Pitkin, Mr. and Mrs. Stutchbury, S. Kaulane, S. L. Desha, Dr. McLean, F. K. O'Brien, J. K. Naruse, W. Tia Chong, G. C. Munro, L. K. Smith, Henry Lee, C. A. Woosle, A. Murphy, Mr.; and Mrs. J. M. Ross, Miss Louise, Moir, Miss De La Nux. A. A. Wallace, H. A. Truslow, A. H. Coster, A. B. Borei, A. Norbary, Mr. and Mrs. William A. Newman, Mrs. Choltzer, Master Choltzer, J. S. B. Pratt. W. E. Devereux, T. A. Georgopulo, Mr. and Mrs. T. Tanabe, Miss Rose Walsh, Kawamoto, F. J. Catton, W.- H. Pitkin Jr., A. J. Dow, David Fleming, Dr. E. Joses, J. W. Brining, Mrs. J. T. Moir, Miss Fanny Moir, H. B. Mariner, C. S. Caclamith, Mr. and Mrs. G. W. Penny, Miss Penny, Master Penny, Mrs. H. B. Smith, Wyman Smith, Miss M. Ablo, Miss M. Wilson, Mr. and Mrs. Fluspatrick, Mr. and Mrs. J. Hutchinson, C. Ah Fook, A. B. Gurrey, H. H. Renton, Mrs. Maesumura, Miss M. Igaroshi, Mr. and Mrs. M. R. Gorge Merimo, Mr. and Mrs. George Merimo, Mr. and Mrs. Mass M. R. Martinoto and son, Mr. and Mrs. George Merimo, Mr. and Mrs. George Merimo, Mr. and Mrs. David Kekuewa and infant, Miss Keknewa.

By str. Wilhelminn for San Francisco, Mar. 21—F. B. Abbott, Mrs. M. S. Ashton, Vernou Ayan, W. B. Alexander, H. Rreshoff, Mrs. George Bennett, Mrs. A. L. Banevoft, H. F. Breivogel, Mrs. F. A. Bland, Mr. and Mrs. George Bennett, Mrs. A. L. Banevoft, H. F. Breivogel, Mrs. F. A. Bland, Mr. and Mrs. George Bennett, Mrs. A. L. Banevoft, H. F. Breivogel, Mrs. F. A. Bland, Mr. and Mrs. George Bennett, Mrs. A. L. Banevoft, H. F. Breivogel, Mrs. F. A. Bland, Mr. and Mrs. George Bennett, Mrs. A. L. Banevoft, H. F. Breivogel, Mrs. F. A. Bland, Mr. and Mrs. George Bennett, Mrs. A. L. Banevoft, H. F. Breivogel, Mrs. F. A. Bland, Mr. and Mrs. George Bennett, Mrs. A. L. Banevoft, Mrs. A. L. Hanify, Mass E. Houghton, F. D. Hayes, J. W. Huller, W. Miss A. H. Lake, Mrs. A. H. Lake, Mrs. A. and Mrs. J. E. Stedley. Miss d in Mr and Mrs. A. I. Seltestein A Seltemon, L. Serutton, Mrs. M Mrs. M. E. Twoley. Mr. and Mrs. Senter, Mrs. B. F. Ullman, Miss M scorge Weich, A. Wellenhorst, Mr U. J. Wnebler, Miss K. White Waldron, H. B. Cook.

# Latest Reports Show More Than Two Thousand Steamers

Flying Asahi Flag The size and importance of Japan's mercantile marine may be judged from statistics recently compiled and which show that the moreantile marine con-nists of 2170 steamers and 9187 ven-sels. The combined tonnage of the former is estimated at 1,704,785 tons, while that of the latter is 572,403 tons. There

are 448 ocean-going atermers above 1000 tons each, which aggregate 1,-428,212 tons. The following list gives the m

npacity	1	Y) a	Lician.	15/18	d above,
BENEVAL		7718.00			Tounnge
Ships al	bove	3,000	tons.	85	285,190
Ships_al	bove		tons.		128,220
ships al			tons.		176,165
Ships al			tons.		76,333
ships al			tons.		112,240
Ships al			tons.	6	57,052
ships al			tons.	-6	71,883

displacement, have been ordered by th Poyo Kisen Kaisha (Oriental Steam Co.) from the Mitsu Bishi Buildis Yard in Nagasaki and the Kawasaki Ship-building Yard in Kobe, which are to be completed by September, 1918. The two steamers will be placed on the San Francisco line which is now served by six vessels, two of them having been purchased from the old Pucific Mail Co.

This company is also having con-structed five cargo boats, each of 7,-500 tons. These are expected to be ready for use by September of this year. Three of them will be on the San Francisco line and the other two on the South American line.

Pressure Felt Everywhere Declares Officer of Pacific Mail Liner Venezuela

According to an officer of the P. M. S. S. Venezuela Honolulu isa't the only place in the world where the high cost of living is being grievourly felt. According to him Japan is right in step with the fashion in this nefar

respect.

The steamship man estimated that that the average increase in the cost of necessities in Japan is about thirty per cent, with a teadency to rise still

higher. Sugar has increased 20 to 30 cent, sulmon and salmon trout 50 to 100 per cent, grain 10 to 20 per cent, can-ned goods the same, fuel 20 per cent, and soyu 20 per cent. The cost of cloth and oils has also increased.

A rise of 100 per cent in chemicals does not affect the nation to a very great extent but the advancing of staple goods is said to be causing no little concern.

The rise is partly explained through the enormous specie holding of Japan at the present time, which is estimated at 695,000,000, yen, which, compared with a year ago, is an increase of 200,000,000 yea. The value of convertible notes is also said to have increased

# BE PROTECTED BY T. K. K

A new departure in earing for wom en steerage passengers on the vessels of the T. K. K. line has been made by that up-to-date company, and first put in effect abourd the steamer Korea Maru which left San Francisco for

Maru which left San Francisco for Honolule and the Orient last Tuesday afternoon and which is expected to arrive here next Monday morning.

A Japanese woman has been made matron of the steerage quarters in order to protect the 'picture brides' and other Oriental women who may be traveling.

be traveling.

The matron has also been assigned the task of teaching the "picture bridge" American manners and ctiquette, and, on the vessel's last trip to San Francisco, a class was held each day on the voyage neroes the Pacific.
The matron system is to become a fixture on all T. K. K. steamors.

## LURLINE AND HER TOW SAFE IN COAST PORT

With the stramer Enterprise in tow, the Matson steamer Lucline arrived in San Francisco at daylight yesterday. The "floating farmyards" occupied only two days more in making the trip than she does under ordinary circumstants. comstances, making an average speed of ten knots an hour all the way from Hilo.

Castle & Cooke, local agents of the Matson Navigation Company, received wireless advises yesterday that the steamer Matsonia, due here from San Francisco next Tuesday morning, has abourd \$491 tons of carga for Hono-

Last night at sime o'clock, the Mat-son steamer Munon left for Kahului. She will return on Monday morning and will sail the following day for San